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# The China Mail

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CHINA MAIL OFFICE  
4, Wyndham Street  
FOR ALL YOUR PRINTING  
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No. 14,898

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HONGKONG, TUESDAY, JUNE 8, 1909.

第廿月四年元號

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Hongkong, May 1, 1907.

**SPORTING.**  
**Lawn Tennis.**

At the Y. M. C. A. Tennis Club's courts yesterday Mr. Turnbull and Miss Hayward met and defeated Mr. E. le Breton and Miss E. Baker in the final of the mixed doubles handicap. The scores were 7/7, 7/6, 6/4. The losers were severely handicapped, having to concede two points in every game, and although they made a plucky fight the odds against them were too great.

**English Cricket.**  
A telegram to a Shanghai contemporary says that in the matches which took place on May 31 and June 1 and 2, Essex beat Derbyshire at Leyton by four wickets; Yorkshire defeated Lancashire at Manchester by 85 runs; Nottingham by an innings and 70 runs; and Somersetshire defeated Gloucestershire at Taunton by 186 runs. The matches between Worcestershire and Warwickshire at Worcester, and those between Middlesex and Kent at Lord's and Hampshire and Sussex at Southampton were abandoned.

**CHINESE DECORATIONS FOR FOREIGNERS.**

The following list of foreigners recommended for decoration, the *Peking Daily News* says, has been sanctioned by Imperial Edict:

**PORTUGAL.**  
Councillor Alfredo Pereira Director General of Posts and Telegraphs, President of the International Telegraph Conference 1908—2nd class 3rd division.

**ENGLAND.**  
Sir John Denison-Pender K.C.M.G., vice Chairman and Managing Director of the Eastern Telegraph Co., Director of the Eastern Extension Telegraph Co., etc.—2nd class 3rd division.

Mr. F. E. Hesse, General Manager of the Eastern Extension Telegraph Co.—3rd class.

Mr. W. Bullard, Manager in China for the Eastern Extension Telegraph Co.—3rd class.

**DENMARK.**  
Mr. K. Suenson, Knight of the Bedchamber to the King, Director of the Great Northern Telegraph Co.—3rd class.

Mr. K. Gustad, Engineer in Chief to the Great Northern Telegraph Co. 3rd class.

Mr. J. Petersen, Manager in China during 1900 for the Great Northern Telegraph Co.—4th class.

**NORWAY.**  
H. E. The Minister of Foreign Affairs, Wilhelm Christopher Christoffersen—2nd class 1st division.

H. E. The Minister of Trade and Commerce, Lars Adolphsen—2nd class 3rd division.

H. E. The Minister of Public Works, Niels Ihlén—2nd class 3rd division.

**JAPAN.**  
K. Komatsu, Director General Posts and Telegraphs—2nd class 3rd division.

Dr. S. Oi, Engineer-in-Chief Telephone Administration—3rd class.

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HAVE BUILT OVER 100  
FAST LIGHT DRAFT LAUNCHES, MOTOR  
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**DETAILED MAP OF THE PEAK.**  
Giving Name, Number & Location of each House.

PLAN of City from Pokfulam Road to Wanchai Road; Residential Roads, numbered to date 1908.  
Small Scale Map of Island; Channels and Kowloon Point, locating Docks, Railway, Green Island, Cement Works, etc.

The above is cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Legalized Title for Chair and Ricksha-hire; Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BARNES & Co. and Tiao, Cook & Son, Hongkong, May 20, 1909.

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JUNE 10th.....'THE GAY GORDONS.'  
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15th.....'THE PRINCE OF PRILSON.'  
16th.....'A WALTZ DREAM.'

**FULL ORCHESTRA.** 24 BALLET 24.  
A SPECIAL MATINEE will be given next SATURDAY, 12th inst., commencing at 5 P.M.  
PLAN OF SEATS AT MOUTRIE & Co.  
PRICES.....\$3, \$2 & \$1.  
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THE CONSUL GENERAL for PANAMA  
has REMOVED his Office to No. 13,  
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## PROF. F. GONZALES.

GIVES LESSONS in Violin, Mandoline,  
Saxo, Guitar, Cello, etc., at pupils'  
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Apply: 7, ARBUTHNOT ROAD.  
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A FURNISHED HOUSE, self contain-  
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MAP OF KWONGTUNG PROVINCE.  
SHOWING KWONG CHOW-YU, HONGKONG,  
WEST, EAST AND NORTH RIVERS.

THIS Map is full of detail, showing  
Hills, Railways, Rivers, Sand Banks,  
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Names in both English and Chinese.  
Every Office should have a Copy.  
Size 55" x 40". Price of Rollers, \$5.00.  
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THE LABUAN COALFIELDS COM-  
PANY, LTD., are now prepared to  
supply steamers at LABUAN with good  
fresh quality LABUAN COAL, double  
screened and straight from the mines.  
For further particulars, apply to  
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Hongkong, May 12, 1909.

## TODAY IN THE PAPER.

Among the institutions which the revolu-  
tion in Turkey has swept into oblivion is  
that of the Pretorians or Janissaries, the  
loyal guard that defended the Sultan and  
constituted one of the great sources of his  
authority. It is announced that in future the  
Sultans of Turkey will not be permitted to  
have a permanent bodyguard, but will be  
surrounded by a body of Janissaries, who  
will be liable to the constitution, and to  
be liberty itself. A permanent bodyguard  
of Turkey would be objectionable, but one  
composed of Alphas would be intolerable.  
Yet for 3,000 years hundreds of emperors  
and sultans, and kings have depended for  
the protection of their person upon a per-  
manent bodyguard, and have refused to allow  
their own countrymen, in their body-  
guard.

AGENTS' PRETORIANS.  
The Pretorians, or Janissaries, Augustus  
is credited with having instituted the  
Pretorian Cohorts (literally "the guards  
of the general's tent"). These soldiers were  
picked men, but were distinct from the  
regular army and owned no law but  
the authority of the Emperor. They be-  
came, in time, a force to be feared, and  
eventually their victims. The original  
plan of choosing the Pretorians from among  
the hardiest and most valiant of Roman  
soldiers was succeeded by the system of  
recruiting the bodyguard from among the  
conquered provinces of Rome. The exten-  
sive military operations of the Caesars  
made this a feasible plan, and by the time  
the Byzantine Empire was established its  
emperors formed their corps of Pretorians  
exclusively from the Norse pirates, Anglo-  
Saxons, and called them Varangians.

ENTER THE JANISSARIES.  
With the capture of Constantinople by  
the Turks the Varangians were displaced  
by the Janissaries, an exactly similar  
organization maintained by Mahomet II.  
The Janissaries were picked from the  
Arabs, the Christians. Saved from the  
death they had, every reason to expect  
they were supposed to be bound to him  
in lasting ties of gratitude. Once sworn to  
his service they were bound with special  
favours from the Sultan, and were exempt  
from all taxes, and were often the recipients  
of the Sultan's bounty. The Janissaries  
should have failed so signally to justify  
the hopes of their indulgent masters, for  
the thirty Sultans that ruled from  
Mahomet II. to Mahomet II. were  
succeeded by a series of weaklings, and  
the Janissaries, being a force to be feared,  
and being well paid and in possession  
of unusual license, would listen coldly to the cries of poor and oppressed  
Mahomet. In practice he  
turned out to be a weakling, and was  
overruled by his subjects. However,  
their occasional coups in defence of the  
Turkish people, did not counterbalance  
their general record for outrage and  
violence. Their end came at a moment  
when their strength seemed greatest.  
They had formed Sultan Selim to abdicate  
and to be succeeded by his son, the new  
Sultan, Mahomet II., was forced to pardon  
these outrages before he could ascend the  
throne.

CURIOUSLY, though, this "engine of op-  
pression" devised for the purpose of  
keeping the Sultan in power, became their  
bulwark instead. The numbers and strength of the Janis-  
saries made them a greater power than the  
Sultan, and more than once their assassina-  
tion of a despot was joyously received by  
the people. In theory, the Janis-  
sary, being a force to be feared, would have  
no particular sympathy for a Turk,  
and being well paid and in possession  
of unusual license himself, would listen coldly to the cries of poor and oppressed  
Mahomet. In practice he  
turned out to be a weakling, and was  
overruled by his subjects. However,  
their occasional coups in defence of the  
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and to be succeeded by his son, the new  
Sultan, Mahomet II., was forced to pardon  
these outrages before he could ascend the  
throne.

THE MASSACRE OF THE JANISSARIES.  
But Mahomet felt that he would be a  
mere puppet ruler so long as the Janissaries  
remained, and began to mature a plan for  
their destruction. It took years to develop,  
but when it was complete the Sultan had  
reason to congratulate himself upon it.  
The Janissaries were provoked to revolt  
and then were exterminated by the regular  
forces that had been prepared for the  
task. Some 25,000 were killed and the  
others driven into exile. It was supposed  
that this massacre ended the Janis-  
saries for all time to come, but in a few  
years the institution was quietly revived,  
and the last blow struck for Abdul Hamid  
was by his Albanian bodyguard. Among  
European monarchs the rising East and  
the gallant Ishman have been favorite  
mercenaries. Most of the ancient kings of  
France had special Scottish guards, who  
are well described in the fiction dealing  
with the period. There is an old story to  
the effect that the first man to surround  
himself by Scottish mercenaries was  
Pompey the Great, when he became Governor  
of Judea. The Scotch protectors of the  
French Kings were superstitious by Irish  
guards, from one of whom the celebrated  
Marshal MacMahon was descended.

LAST OF THE MERCENARIES.  
Early in the eighteenth century the  
Swiss, who had been famed as mercenaries  
for hundreds of years, were given the  
dubious honor of supporting the French  
monarchy. The story of their destruction  
at the time of the French Revolution is  
dramatically related by Carlyle. After the  
restoration of the House of Orange to the  
Dutch throne in 1815, the Swiss were em-  
ployed in Holland, and helped to keep  
Bernadotte ruling in Sweden, and later on  
were the prop. of the kings of Naples. The  
Swiss tradition is still preserved by the  
troops at the Vatican, but, practically, the  
Pretorians or Janissaries, or armed mer-  
cenaries, "by the bye," they are  
disputed, disappear with the disbanding of  
the Albanians at Constantinople.

SAVARESSE'S  
SANTALIN  
CAPSULES  
PREPARED BY DR. SAVARESSE, PARIS.  
Sole Agents: W. G. HUMPHREYS & CO.,  
HONGKONG.

Hongkong, May 12, 1909.

## Intimations.

## THEATRE ROYAL.

WEDNESDAY, JUNE 9th, at 8 p.m.  
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ROAD, 3rd Floor.  
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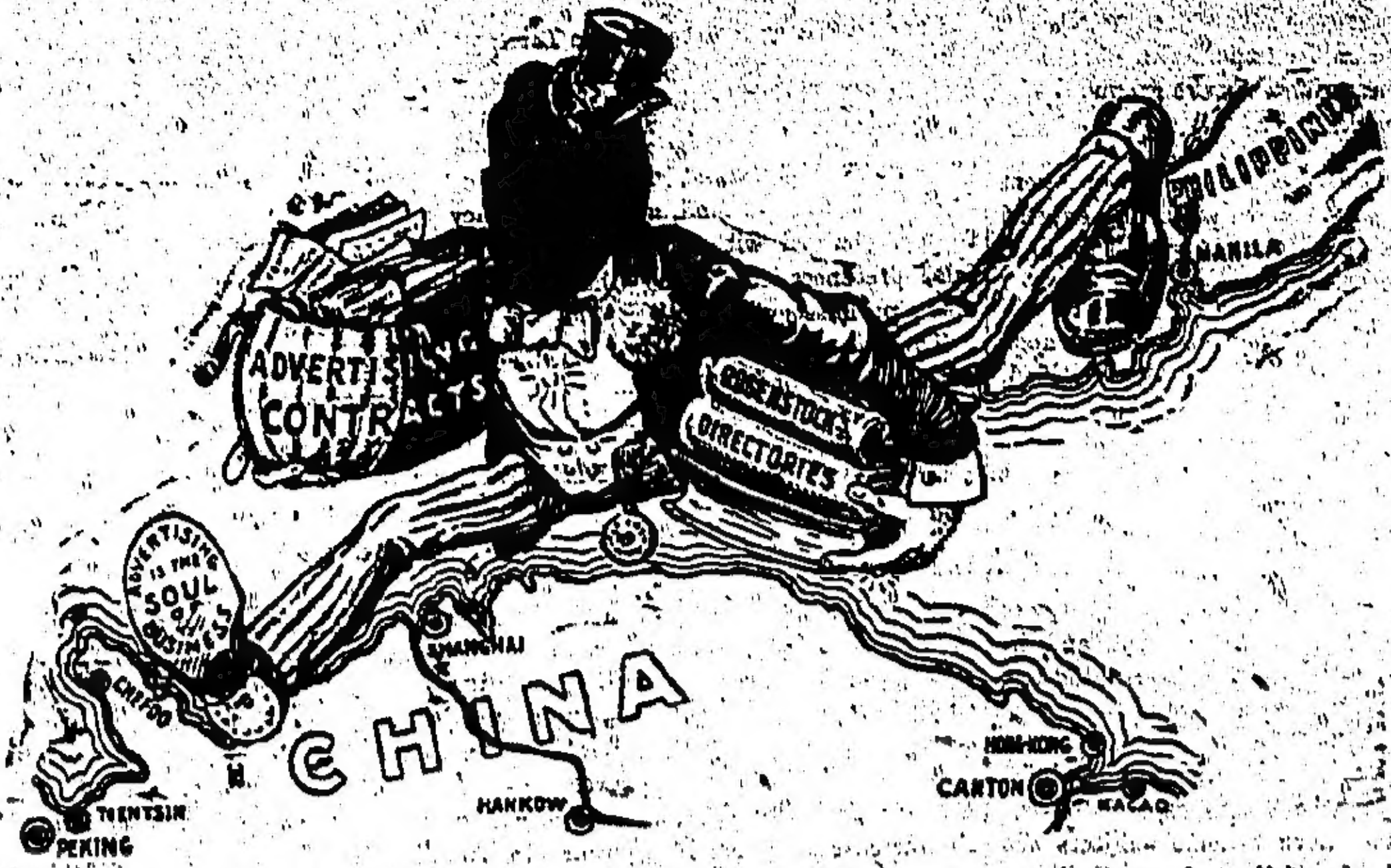
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January 14, 1909. 70

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PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required).

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Hongkong, September 2, 1908. 1214

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Hongkong, September 1, 1908. 1208

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Macao, May 13, 1906. 730

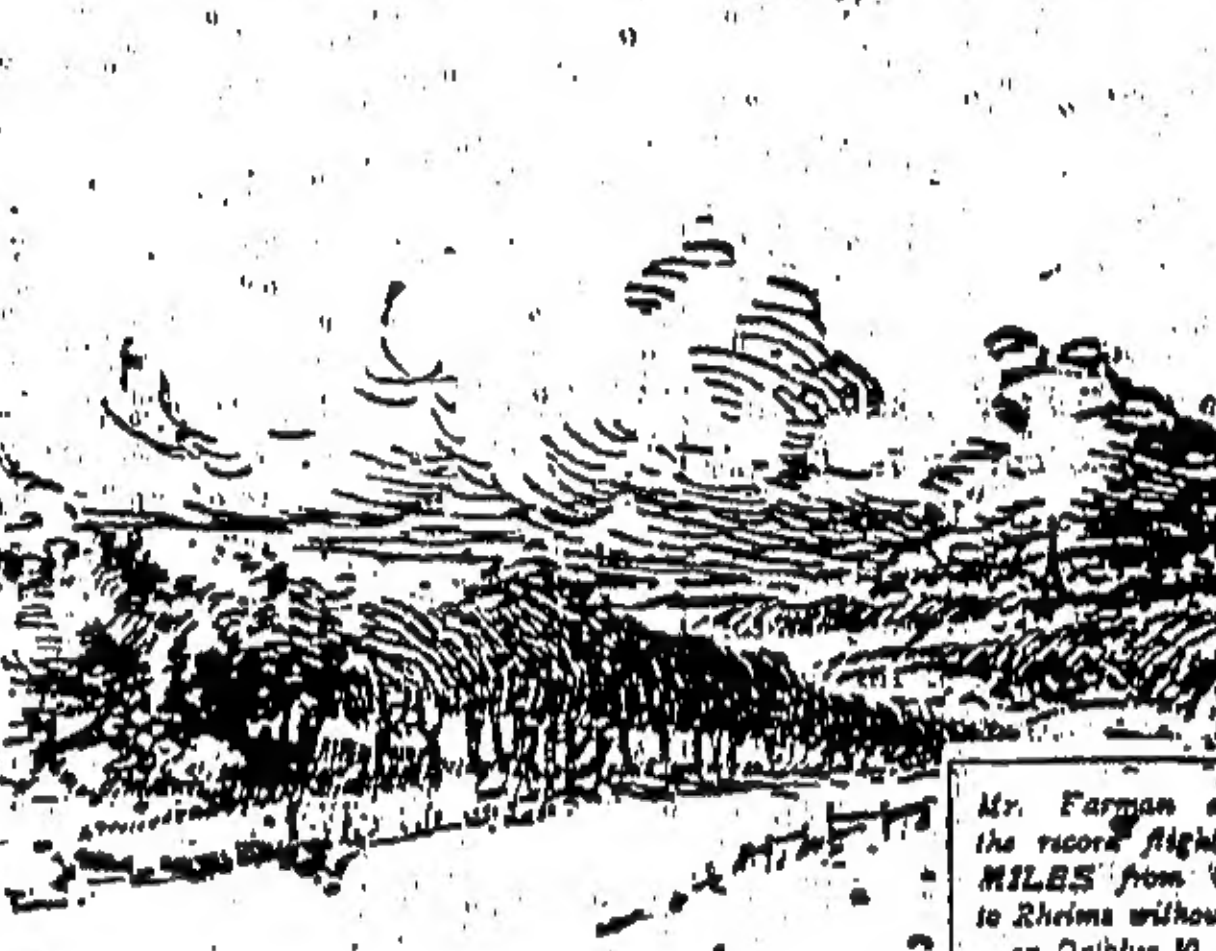
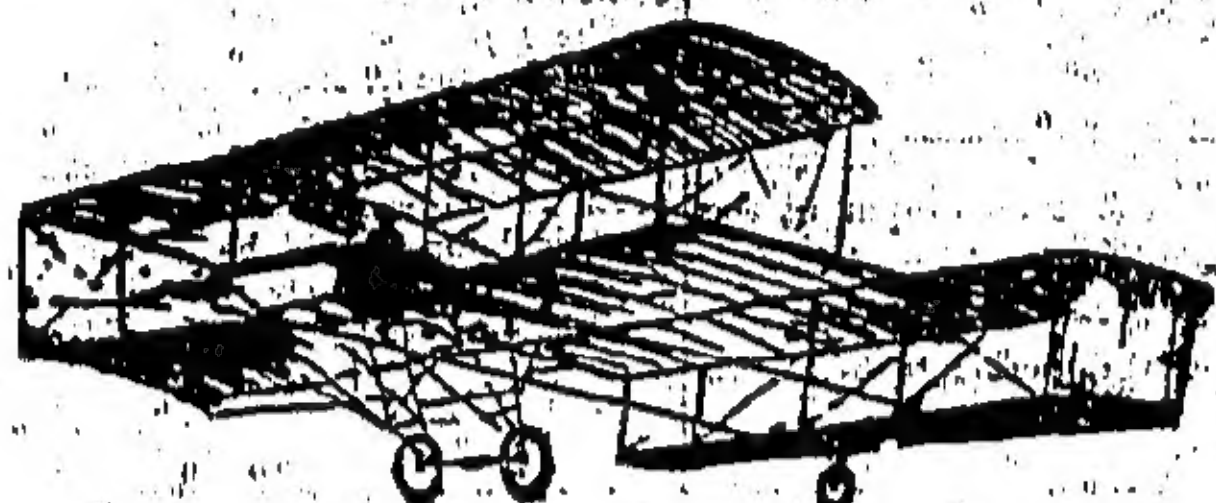
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Mr. Henry Farman's marvellous conquest of the air is another of those brilliant triumphs of nerve force and endurance which are made possible by the vitalising potency of Phosferine.

The master minds, the leaders of men, have ever been the foremost to esteem the energising efficacy of Phosferine, but the very impossibility and difficulty of Mr. Farman's historic achievement is the strongest possible proof of the supreme restorative qualities possessed by the greatest of all tonics. Mr. Farman expresses the warmest appreciation for the permanent staying power and resistance which Phosferine imparts to his nerve system, enabling him to withstand the severe strain of the unexpected risks and hazards of aerial flight.

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Mr. Henry Farman, the marvellous 'Flying Man,' 22, Rue Avenue de la Grande Armee, Paris, writes:—'I am pleased to endorse the merits of Phosferine as a nerve tonic of the highest quality. As an aviator, my nerve system is continually subjected to the severe strain of unexpected risks and hazards, but I have found Phosferine to be a splendid bulwark against all kinds of exhaustion. Your preparation imparts and stimulates a mental alertness and physical energy which has contributed immensely to the success of my aerial flights. Even the most careful calculations are apt to be upset by the effects of exposure, but in my case Phosferine has completely fortified me against all such evils. At the present time, I am in excellent health and spirits, both sleeping and eating well, and this desirable condition is certainly due to Phosferine.'—February 17, 1909.

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Mr. Henry Farman, the marvellous 'Flying Man,' 22, Rue Avenue de la Grande Armee, Paris, writes:—'I am pleased to endorse the merits of Phosferine as a nerve tonic of the highest quality. As an aviator, my nerve system is continually subjected to the severe strain of unexpected risks and hazards, but I have found Phosferine to be a splendid bulwark against all kinds of exhaustion. Your preparation imparts and stimulates a mental alertness and physical energy which has contributed immensely to the success of my aerial flights. Even the most careful calculations are apt to be upset by the effects of exposure, but in my case Phosferine has completely fortified me against all such evils. At the present time, I am in excellent health and spirits, both sleeping and eating well, and this desirable condition is certainly due to Phosferine.'—February 17, 1909.

## PHOSFERINE

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A PROVEN REMEDY FOR

Nervous Debility, Indigestion, Sleeplessness, and all disorders consequent upon a reduced state of the nervous system.

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Prepared by Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, Eng. Price in Great Britain, bottles, 1/6 and 3/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/6 size.

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ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver.

Temporary Constipation arising from Alcohol, Bile, or Drunkenness, Biliousness, Sick Headaches, Giddiness, Oppression or Heaviness of the Stomach, Vomiting, Heartburn, Sourness of the Stomach, or Constipation. It is a Refreshing and Invigorating Beverage, most Invaluable to Travellers, Emigrants, Sailors, and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' is the most effective and pleasant of all remedies for the above ailments. It is a household necessity, and is sold by all Chemists, Grocers, and Druggists.

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Solely by Chemists and Grocers.

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## MILL LIFE IN JAPAN.

Mr. S. Yamamoto read an interesting paper on 'Life in a Japanese Cotton Mill' before the members of the Textile Society in the Manchester School of Technology on the 15th April. He said:—

There is a great difference in the methods of working, English and Japanese mills. The manager of a Japanese mill has more to contend with than an English Manager. He has not only to attend to the buying of cotton and the selling of yarn, he has also the housing, feeding, doctoring, and organizing of his work people. In order to get our work people we have to send a kind of agent to collect operatives from all over Japan. The agent receives from the Company a certain price for each operative supplied to them. The agents seek the help of private employment agencies who are not always as 'straight' as they might be.

When we get the required number of operatives they have no place to stay. Besides, there is the danger that we might lose the girls after all the difficulties and the expense we have been put to. Because when girls of a mill go to town to shopping or to amuse themselves, abduction often occurs. The agents sent by other Companies to get mill girls wait and offer the girls better conditions elsewhere. This matter has come before the Japanese Cotton Spinners' Association, but it still exists, consequently we have to keep the operatives in a special home, the girls in one quarter, the men in another. There are fewer male operatives than females. The numbers in a 52,000 ring spinning mill with 1,400 looms would work out something as follows:—(1) Operatives living in quarters: Male, 150; female, 2,500. (2) Operatives who come to mill from home: Male, 60; female, 750.

We let the girls go out of quarters at every holiday, but always well looked after. In the summer time, when there are epidemics, we keep them in quarters altogether. Then we have to amuse and entertain them, for which purpose we have a music-hall in the girls' quarters, and we employ comedians, jugglers, bioscope, and so on. We give them, too, lectures and instructions in hygiene by means of lantern slides. Some times in spring or autumn we form an excursion party and visit a famous place, we organise a picnic party, and amuse them with all kinds of sports. Hospitals are provided by the owners for their sick and injured people, and private schools are also provided for the children of the married people. We give them moral instructions and teach them simple arithmetic, writing, reading, sewing, etc. This is advantageous to both sides. The advantage to the Company is that when these girls get home after their three years' engagement their parents are quite pleased with their cleverness, and tell it to their neighbours. Then the neighbours send their daughters or sons to the mill.

For the work people who have families the Company supply houses rent free, but the operatives pay a low local rate. The girls and men in quarters pay for their board to the Company, and this amounts to about one-half of their wages. We let the girls go home in the summer-time on the birthday of Buddha, as they are mostly Buddhists, and at that time they enjoy themselves at home, as you do at Christmas, and also sometimes we allow the operatives parents to come to the mill and see their daughters. We give them their expenses.

We have a co-operative store. The Company put so much capital down, and we sell the daily necessities to the operatives at low prices. We have also an organisation for the working people themselves. Every member pays one day's wages a month, and the Company also give an equal amount of money, and keep this as a capital to help those who have met with accidents or are ill over three days. In some mills they give Old-age Pensions and homes for old workpeople. There is a Japanese Cotton Spinners' Association, but there is not any kind of a Trade Union for the operatives themselves, as you have in England. I am quite sure there will be some in the near future, but the operatives themselves do not find it a necessity at present. It seems to me they are quite content with their condition, and fortunately we have never had any strike, though there have been very serious strikes in other branches of industry.

Generally there are two sets of work people, as we work day and night so that we require double the number of hands in our mills. Day workers start at 6 a.m., and after two hours work they change and after the night operative. The shift change places once a week in some mills and every two days in others. It is on the day that the cleaning of machinery is done. The operatives have a holiday every changing day. Japanese mills thus work day and night seven days a week, twenty-four hours a day, excepting on changing days. There is no stopping for meals, as the operatives go in batches to the dining-room on the mill premises, which is provided by the Company. Those who live in quarters are supplied with their meals by the mill, but those who do not live in quarters bring their own food and take it in the dining-room. In some mills where there is no dining-room the meals are eaten at the side of the machines in turn. Smoking is also allowed in the dining-room, and it is indulged in by both men and women. It is quite common to find pipes and tobacco on the machines attended by girls. The dress of the operatives is the kimono, with specially adapted slippers, so that they do not catch in the machinery. After going to work they take the questions of wages the lecturer summed up as follows:—

In English mills the girl attending 600 spindles in a speed frame gets 12s. a week of fifty-six working hours. This would be 2s. 4d. per day. In Japanese mills the girl attending 600 spindles in a speed frame gets 12s. a week of fifty-six working hours. This would be 2s. 4d. per day. In Japanese mills the girl attending 600 spindles in a speed frame gets 12s. a week of fifty-six working hours. This would be 2s. 4d. per day.

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ELECTRIC PLANT

TWO 125 Kilowatt STEAM ALTERNATORS

AND 600 VOLT, 60 AMPERES, 60 H.P. MOTOR

Compound Medium Speed Engines, 205

revolutions per minute, by Messrs ROBERT &

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Ample facilities with twenty years experience

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AMERICAN TRAINER, DENTIST.

34, QUEEN'S ROAD CENTRAL.

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Ample facilities with twenty years experience

in the practice of Dentistry for treatment

of all kinds of teeth.

Hongkong, November 18, 1908. 1379

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WASHING BOOKS, for the use

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## Banks.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

Paid-up Capital—£10,000,000

Reserve Funds—£10,000,000

Profit—£1,000,000

Interest on Deposits—4 per cent.

Interest on Loans—6 per cent.

Interest on Bills—4 per cent.

Interest on Cheques—4 per cent.

Interest on Notes—4 per cent.

Interest on Bonds—4 per cent.

Interest on Stocks—4 per cent.

Interest on Commodities—4 per cent.

Interest on Real Estate—4 per cent.

Interest on Insurance—4 per cent.

Interest on Shipping—4 per cent.

Interest on Agriculture—4 per cent.

Interest on Manufacturing—4 per cent.

Interest on Commerce—4 per cent.

Interest on Finance—4 per cent.

Interest on Law—4 per cent.

Interest on Medicine—4 per cent.

Interest on Education—4 per cent.

Interest on Religion—4 per cent.

Interest on Art—4 per cent.

Interest on Science—4 per cent.

Interest on Literature—4 per cent.



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ELEGANT. SMART.

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IN LARGE VARIETY.

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**VICTORIA**

**CINEMATOGRAPH**

TO-NIGHT! TO-NIGHT!

The Vivacious Soubrettes  
and  
Celebrated Dancers  
**COLEMAN SISTERS.**

GRAND-NEW FILMS.

Hongkong, March 6, 1909. 328

**ALEXANDRA CINEMATOGRAPH**

2, QUEEN STREET—CARTER MESSRS  
HOSANALI & Co.

TO-NIGHT

Friday, 4th June, 1909, at 9 p.m.

**Melle FELICIE**

FROM PARIS.

will appear every evening three times in  
3 different dances including the

**SALOME DANCE.**

Hongkong, January 23, 1909. 111

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**

**TOTAL FUND AS AT DECEMBER 31, 1907,**  
£13,114,624

Authorized Capital £3,000,000  
Subscribed Capital £2,750,000  
Paid-up Capital £2,687,500 0 0  
Reserve Fund £3,065,274 15 7  
Dividend £1,847,224 18 4  
Sliding Fund Account £8,289 5 0

£13,114,624 11 1  
£2,687,500 0 0  
£3,065,274 15 7  
£1,847,224 18 4  
£8,289 5 0

The Accumulated Fund of the Fire and  
Life Departments are free from liability in  
respect of each other.

**SHEWAN, TOMES & CO.,**  
Agents.

**CARMICHAEL AND  
OLARKE,**  
CONSULTING ENGINEERS AND  
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CARMICHAEL, HONGKONG  
CARMICHAEL, SINGAPORE.  
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Union and A.L.  
Telephone No. 232.

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SHAMEEN, CANTON.

NOW OFFERING

STORES, WINES, SMOKE

OF FINEST BRANDS

AT MODERATE PRICES.

MODERATE PRICES.

This well-known Chinese Restaurant has  
been moved to the new premises at  
No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**To Keep in Touch  
With Home.**

BUY A

**VICTOR TALKING  
MACHINE.**

A STOCK OF OVER

**200 MACHINES**

AND

**10,000 RECORDS**

TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

**S. MOUTRIE & CO., LD.**

Hongkong, April 13, 1907.

**A. S. WATSON  
& Co., Ltd.**

ESTABLISHED A.D. 1841.

**CHEMISTS**

BY APPOINTMENT TO HIS EX.  
CELLENCY THE GOVERNOR

**WATSON'S  
Household**

**Ammonia.**

For the Bath, Toilet and  
Household.

Promotes a healthy action of the skin  
counteracts all effects of perspiration,  
and is as refreshing and invigorating  
to the system as a Turkish  
Bath.

**WATSON'S  
Carbolic Soaps.**

Highly recommended by  
the Medical Profession

In three strengths, containing 5%, 10% and  
20% of pure carbolic acid.

**WATSON'S  
ORIENTAL  
Turkish Bath Salt**

Softens the water, and imparts a delight-  
ful fragrance to the skin.

**A. S. WATSON & CO.,  
LIMITED.**

THE HONGKONG DISPENSARY  
AND KOWLOON DISPENSARY.

**WEEKLY NEWS  
FOR HOME.**

**The Overland China Mail**

FULL REPORTS.

LATEST INTELLIGENCE

**THE CITY OF PARIS,  
A FEDERATED STREET.**

PHONE NO. 636

Ready made day and evening  
Gowns, Paris Models in  
Hats and Toques, Laces,  
Trimmings, Undercloth-  
ing, Boots and Shoes,  
Hosiery and Gloves,  
etc., etc., etc.

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including postage, \$3.50 per month.  
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Single copies, Daily, ten cents; Weekly,  
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Telegraphic Address, "MAIL," Hongkong.  
Code, A. B. C., fifth edition.  
TELEPHONE No. 22.  
CHINA MAIL, LIMITED.

**MEMOS FOR TO-MORROW.**

Amusements.

8 p.m.—Performance of Ching Ling Foo  
at City Hall.

Miscellaneous.

Goods per Sunda not cleared at 4 p.m.  
on the date subject to rent.  
Goods per Prinz Regent Luitpold unde-  
livered after this date subject to rent.

General Memoranda.

THURSDAY, June 10.—  
9 p.m.—Performance of Bandmann  
Opera Co. at City Hall.  
Goods per Kowloon undelivered after  
4 p.m. this date will be landed.

FRIDAY, June 11.—  
8 p.m.—Performance of Band-  
mann Opera Co. at City Hall.  
9 p.m.—Boxing at City Hall.

MONDAY, June 14.—  
Goods per Taurus undelivered after this  
date at noon will be subject to rent  
and landing charges.

TUESDAY, June 15.—  
Goods per Sunda undelivered after  
this date subject to rent.

**The China Mail.**

HONGKONG, TUESDAY, JUNE 8, 1909.

**HONGKONG UNIVERSITY.**

LORD WILLIAM CECIL would have served  
his purpose better had he spared the  
time to run down to Southern China  
and made personal investigation upon  
the spot into the scheme for the pro-  
posed university of Hongkong. As it is  
the letter from his pen which appears  
in the Daily Express reads very like an  
attempt to spoil the chances of what he  
may wrongly consider to be a rival scheme  
to his own, and thus loses very much  
of its effect. He was sent out, to China,  
we believe, by a Committee of Oxford  
and Cambridge sympathisers to examine  
into the possibilities of establishing a  
Christian University in the Middle  
Kingdom. The idea was that the al-  
ready established Mission Colleges in  
various parts of the Empire might form  
a nuclei around which to build a wider  
educational system, while they would  
afford for some years to come the most  
suitable opportunities for the proper  
training of the future faculty of the  
proposed University. Lord WILLIAM  
Cecil came out to China and, from one  
point of view unfortunately confined  
his visits to places along the Yangtze  
or to cities lying to the north of that  
great stream. Before he left London  
news reached England of the vigorous  
attempts about to be made in Hongkong  
to found a University, and the conditions  
of Mr. Mott's princely gift to the  
Colony—where, to use his own words, so  
many years of the donor's long and  
prosperous life have been spent—were  
telegraphed home in advance of Sir  
FREDERICK LOGAN'S Memorandum upon  
the proposed University scheme. So  
his Lordship must have been well  
aware of what was happening in the  
South of China, and we are therefore  
all the more surprised that his plans did  
not include a visit to this neighbourhood.  
Did he fear that the Hongkong scheme  
would undermine the proposed Oxford  
and Cambridge schemes? At  
any rate he could have learned a good  
deal of the history of Hongkong and  
learned that the Hongkong scheme would  
be a very different thing from the  
Oxford and Cambridge schemes, and  
that it was a very different thing from  
the Oxford and Cambridge schemes.

**ITEMS AT THE COURTS.**

For using his fishing boat other than for  
the purpose of fishing the master was  
fined \$3 at the Marine Court to-day.

For stealing vegetables a native was  
sentenced to three weeks' hard labour and  
six hours' stocks, at the Magistracy to-day.

For breaking and entering 238 Des Voeux  
Road and stealing fifteen pieces of pewter,  
value \$200, a native was brought up at the  
Magistracy to-day and the case was  
remanded.

Commander Basil Taylor, R.N., fined  
the master of an unlicensed junk \$10, at  
the Marine Court to-day, for anchoring his  
junk within the limits of the Central  
Fairway.

A native who had thirteen previous  
convictions, seven of which were for  
returning from banishment, was sentenced  
to three weeks' hard labour and six hours'  
stocks at the Magistracy for stealing a  
piece of wood, and six months' hard labour  
and six hours' stocks for having returned  
from banishment.

The charge of manslaughter against Ho  
Kao, co-accused of a shooting, was  
continued before Mr. J. H. Kemp, at the  
Magistracy to-day. Mr. Ho was charged  
with manslaughter and the case was  
remanded.

any surprise and cloudy imaginings.  
Lord WILLIAM Cecil is greatly concerned  
at the secular character of the Hongkong  
University scheme. He admits that His  
Excellency the Governor has laid stress  
on the point that the Hongkong  
University will aim at producing men  
of a lofty moral character, but he denies  
that such a result can be attained by  
the means at present contemplated.  
But we do not see how the University of  
Hongkong can be established on any other  
basis than that sketched in Sir FREDERICK  
LOGAN'S memorandum. It cannot be  
founded on the lines desired by Lord  
WILLIAM CECIL, unless some particular  
religious denomination is placed at the  
head of affairs. That, of course, would  
never do, for it opens wide the door to  
the suspicions and ill-will of all the  
sects of Christianity excluded by the  
choice. While again, if all the denomina-  
tions were represented we see nothing  
but discord and wrangling from the  
very outset. That is inevitable, unless  
we read history with a much perverted  
bias. No, the central governing body  
of Hongkong University must be secular  
if the scheme is to prove practical. But  
there is nothing in the way, so far as we  
can see, to prevent a system of Christian  
hostels being founded in connection  
with the central University. These  
hostels though entirely within the  
jurisdiction and under the control of the  
Senate of the University, could be as  
distinctly Christian as any hostel at  
Oxford or Cambridge. They could  
represent the denominations of their  
founders, be Protestant or Catholic,  
Anglican or Nonconformist. That  
their influence upon the moral at-  
mosphere of the University would  
prove distinctly beneficial and of no  
mean value, goes without saying,  
while their establishment would, we  
imagine, remove most of the objections  
urged by Lord WILLIAM CECIL. Had  
his Lordship taken the trouble to find  
out whether such a scheme were  
practicable or acceptable in Hongkong  
before sitting down to address the readers  
of a London newspaper his letter would,  
we admit, have lost much of its savour,  
for with all due respect to the  
worthy rector of Hatfield and putting  
aside legitimate aspirations concerning  
a different University scheme, his writing  
smacks much of an attempt to raise the  
odium theologium in a field so far  
free from the blighting effects of  
denominational or sectarian controversy.

The prospects of the Hongkong  
University endowment fund being in  
sight before the end of the present month  
are, we understand, very bright, and  
when the time comes for His Excellency  
the Governor to make another announce-  
ment on the subject some very  
interesting details will come to light  
which should cause a good deal of  
pleasure to all interested in the scheme  
as well as in the future intellectual  
position of the men who will come with-  
in the purview of the higher educational  
system of the Colony of Hongkong.

The first name of the newly christened  
Dutch princess—Juliana—is in memory of  
the Countess Juliana of Nassau (née  
Countess Stolberg), wife of Prince Freder-  
ick Henry, and the illustrious mother of  
the two branches of the House of Orange  
Nassau. The infant is described as a  
displeased blonde with bright blue eyes,  
and her weight at birth was stated to be seven  
pounds.

The business activities of Philadelphia  
are throttled by a general strike on all the  
main lines of the city. The situation  
is gloomy in the extreme. An effort is  
being made by the owners to operate the  
lines with black labour, but little success has  
as yet attended the efforts. The strikers  
are well armed and disposed to resist the  
movements toward breaking the strike.  
The city is filled with the fear of violence,  
although no overt acts have yet been  
committed.

Mr. E. H. Harriman, the transporta-  
tion magnate, discussing the imminent  
return of prosperity to the United States,  
as quoted in the American Press, took  
occasion to animadvert on the panic that  
preceded the financial depression that is  
now passing off. Mr. Harriman is quoted  
as saying that the panic was caused by the  
distrust engendered by the decision in the  
Standard Oil case in which the fine of  
\$29,000,000 was imposed by Judge Ken-  
nesaw-Mountain Landon.

Continuity of employment has been  
provided for Captain A. W. Craig, who  
goes direct from the command of the cruiser  
Polaris to the Admiralty as Assistant  
Director of Naval Ordnance. It is a note-  
worthy circumstance that Captain A. W.  
Craig, who took the Polaris up the Amazon,  
had on a previous occasion assisted in mak-  
ing a record for river navigation, he having  
been commander of the battleship Oregon  
when she steamed to Astoria, a higher  
point in the Yangtze than had ever been  
reached by a ship of her dimensions.

**NEWS OF THE DAY.**

The Viceroys of Manchuria has revived  
the embargo on the exportation of cereals,  
excepting beans, on the ground of the  
bad harvest this year.

Sir E. E. Blake, Senior Crown Agent  
for the Colonies, has resigned. He entered  
the Colonial Office in 1863 and retired on a  
pension of £1,800 a year.

During the 24 hours ending at noon  
to-day three cases of plague were notified,  
two being fatal. The body of one of these  
was found in Wong-nai-chung Road, while  
both the other cases were from Yau-mai.

Mr. Amos P. Wilder will spend only  
three weeks in Shanghai paying com-  
mercial visits and taking formal charge of  
the American Consulate-General, and he  
then intends to resume his interrupted trip  
to California.

Chinamen, declares a new Chinese  
Nationalism law which came into force  
recently, who have become subjects and  
citizens of other States, "are still Chinese-  
men," and the law forbids Catholics from  
adopting foreign citizenship.

Mrs. Elizabeth Goodnow, wife of the  
late Mr. John Goodnow, U. S. Consul-  
General at Shanghai, has written a curi-  
ous paper on a Japanese theme, entitled  
"Sayonara," which will be produced in  
London by Miss Maximo Elliott.

The Agent in Hongkong of the Chinese  
Engineering and Mining Co., Ltd., kindly  
informs us that the total output of the  
company's three mines for the week ending  
2nd May amounted to 29,999.37 tons and  
the sales during the period to 34,349.05  
tons.

Telegrams from Calcutta state that a  
sensation has been caused by the action of  
the High Court in acquitting, on appeal,  
three of the Midnapur prisoners, who were  
sentenced to imprisonment on a charge of  
being concerned in the Calcutta bomb  
outrage of 1908.

The rebate of £10 per child on small  
earned incomes works out at 7s. 6d. per  
annum—the price of a dog licence. Con-  
sequently the little boy who, on being asked  
whether he would like a baby sister,  
said he would rather have a dog-brother,  
will now be able to have both.—Punch.

The Japan Gazette says that reports  
are current in Yokohama of the mysterious  
disappearance of Opi. Sutherland, of the  
s.s. Bonadonia. The vessel waited in  
harbour from Friday to Tuesday and then  
sailed for Vladivostok in charge of the  
chief officer. Our contemporary can at  
present give no authentic information con-  
cerning the strange affair.

An important mobilisation railway  
test has just been carried out by the car-  
riage of the East Lancashire Territorials,  
consisting of 19,000 men, forty-six guns  
and 1200 horses with their full equipment.  
They were conveyed bodily to Salisbury  
Plain by thirty-six trains over six routes  
and the operation was carried out in the  
smoothest and best manner.

Bishop Adair, who resigned the diocese  
of South Tokyo, last autumn, is shortly  
taking up his residence at Winchester. He  
has many associations with Hampshire,  
having been Second Master of Winchester  
College from 1868 to 1872, vicar of Amport  
from 1888 to 1896, and Suffragan Bishop of  
Southampton from 1896 to 1898, when he  
left England for Japan.

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being made by the owners to operate the  
lines with black labour, but little success has  
as yet attended the efforts. The strikers  
are well armed and disposed to resist the  
movements toward breaking the strike.  
The city is filled with the fear of violence,  
although no overt acts have yet been  
committed.

**THE COLONIAL CEMETERY.**

Should Asiatics be interred  
there?

A question of considerable importance  
arose at the meeting of the Sanitary Board  
to-day, when applications came up for con-  
sideration from Mr. Chun Yui Tong and  
Messrs. Denison, Ram and Gibbs for per-  
mits to exhume remains for reburial in the  
Colonial Cemetery.

Mr. Ho Koon Tong inquired—As far as I  
know there is no law to prohibit these  
kind of burials in the Colonial Cemetery.

Mr. Hooper—I fail to understand by  
what authority any site has been granted  
to the applicants. No one has the power  
to reserve any site.

Mr. Lan Chu Pak—What authority has  
the Board in refusing to grant burials in  
the Colonial Cemetery?

Hon. Registrar General—We cannot  
refuse permits to exhume except on sanitary  
grounds.

Hon. Mr. Hewitt—I cannot pass an  
opinion on the two cases under considera-  
tion as I do not know the standing of the  
people concerned but in view of the very  
limited area in the Colonial Cemetery I  
consider this should be as far as possible  
kept for the use of the "foreign"  
population. The Government has gone to  
great expense in providing burial  
grounds for all classes of residents  
and no Asiatic should therefore be in-  
terred in the Colonial Cemetery unless he  
was during his lifetime a recognised mem-  
ber of one of the Christian denominations,  
not merely a person who nominally pro-  
fessed Christianity. I make these remarks  
not in any hostile spirit, towards a certain  
section of the community but because I  
consider the Colonial Cemetery, which was  
originally intended for the interment of  
"foreigners," should not now be invaded  
by natives who have ample burial ground  
supplied elsewhere.

**THE BANDMANN COMPANY.**

By the incoming English mail the Band-  
mann Opera Company arrive in the Colony  
and they will open on Thursday evening  
with "The Gay Gordons." This musical  
play, written for Miss Ellaline Terriss and  
Mr. Seymour Hicks, is one of the daintiest  
products of the modern school and with its  
Highland associations should appeal strongly  
to Hongkong. The booking, we under-  
stand, is going satisfactorily.

**ALLEGED FALSE PRETENCES.**

Pung-Tai Sang, master of the Tai Hing  
tea shop at Canton, and residing at 40  
Graham Street, Hongkong, and Chan Tai  
Kai, a single girl with Hui Kun Shum,  
formerly an accountant, were brought be-  
fore Mr. K. A. Haselund, at the Magistracy  
to-day, charged with obtaining \$5,100 by  
false pretences from Wong Chan Sing and  
also a promissory note for \$4,000.

The case was remanded; bail being allow-  
ed in the sum of \$3,000 each.

**ANGLO-JAPANESE  
ROYALTY MEET.**

(Reuter's Service to the China Mail.)  
Copyright protected under  
Ordinance 5 of 1894.)

LONDON, June 7.

The Prince and Princess of Wales  
called on Prince and Princess Nashimoto  
yesterday. It is expected that the King  
will receive the distinguished visitors to-day.

LONDON, June 8.

Mr. M. Takaki Kato, Japanese  
Ambassador in London, together with  
Prince and Princess Nashimoto, lunched  
with H. M. King Edward and Queen  
Alexandra, as well as other members of  
the family at Buckingham Palace. The  
guests were received in a most cordial  
manner.

**COTTON DUTIES IN  
AMERICA.**

(Reuter's Service to the China Mail.)  
Copyright protected under  
Ordinance 5 of 1894.)

LONDON, June 7.







## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	THROUGH	TO SAIL ON	REMARKS
SHANGHAI	DEWANA	10 a.m. 10th June, 1909.	Freight and Passage.
LONDON, via Suez	DELHI	10 a.m. 12th June, 1909.	See Special.
LONDON & ANTWERP	POONA	About 16th June.	Freight only.
SHANGHAI, MOI, KOBE, MALTA, and YOKOHAMA	POONA	About 17th June, 1909.	Freight and Passage.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

From Hongkong:	From Quebec:
EMPEROR OF JAPAN, SATURDAY, June 12th.	ALLAN LINE, FRIDAY, July 9.
EMPEROR OF CHINA, SATURDAY, July 3rd.	EMPEROR OF IRELAND, FRIDAY, July 30.
EMPEROR OF INDIA, WEDNESDAY, July 14th.	ALLAN LINE, FRIDAY, Aug. 20.

Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 271.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 245.

Via New York 245.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Fodder Street and Prays (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

FOR PORTLAND, via MOI, KOBE and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
HELEN JENSEN	4078	—	About June 20th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMSHIP	CAPTAIN	TO SAIL ON
SHANGHAI, KOBE and YOKOHAMA	ARMAND BEHIC	GUICHET	June 21, p.m.
MARSEILLES, via PORT SAID	REBUTAT	—	June 22, at 1 p.m.
SHANGHAI, KOBE and YOKOHAMA	ERNEST SIMONS	GUICHET	July 5, p.m.
MARSEILLES, via PORT SAID	LANCISSE	—	July 8, at 1 p.m.

TRANSFERRING on the Co.'s Steamers at SINGAPORE for BATAVIA, or COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from 271.10 up to 271.10. 50 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN, Agent, QUEEN'S BUILDING.

## HAMBURG-AMERIKA LINE, HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES.

Via STRAITS and COLOMBO.

To BREMEN and LAMBERG and TO NEW YORK.

TAKING Cargo at through Rates to all European, North American and British Ports also to India, Japan, Oceania, Australia, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said to the Company's 'Arabian and Persian Service' to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Yokohama & Kobe	For Bremen, Hamburg & N. Am.
S.S. BRANIBOR, 10th June	S.S. BRANIBOR, 10th June
S.S. SEIOVIA, 22nd June	S.S. SEIOVIA, 22nd June
S.S. SLAVUTIA, 2nd July	S.S. SLAVUTIA, 2nd July
S.S. TROJAN, 12th July	S.S. TROJAN, 12th July
S.S. ANDALUSIA, 22nd July	S.S. ANDALUSIA, 22nd July
S.S. BAKOTA, 2nd Aug.	S.S. BAKOTA, 2nd Aug.
S.S. DORTMUND, 10th Aug.	S.S. DORTMUND, 10th Aug.
S.S. SPZIA, 18th Aug.	S.S. SPZIA, 18th Aug.

For further particulars, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.



## U.S. MAIL LINES.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMSHIP	TONS	DATE	TIME
MONGOLIA	27,000	TUESDAY	15th June, at Noon.
TENYO MARU	21,000	SATURDAY	19th June, at Noon.
KOREA	18,000	TUESDAY	23rd June, at Noon.
NIPPON MARU	11,000	SATURDAY	10th July, at Noon.
SIBERIA	18,000	SATURDAY	17th July, at Noon.
CHINA	10,000	TUESDAY	27th July, at Noon.
MANCHURIA	27,000	SATURDAY	31st July, at Noon.
CHIOYU MARU	21,000	SATURDAY	7th Aug., at Noon.

\* Twin Screw. \* Triple Screw Steamer.

The S.S. MONGOLIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimonoseki, Yokohama and Honolulu, on TUESDAY, June 15th, at Noon.

Fares: Hongkong to London 271.10, including Berth and Meals across America.

## INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

China, 10,200 Tons TUESDAY, 27th July, at Noon.

Hongkong to London via Canadian Atlantic Port 245.

Hongkong to London via New York 245.

SPECIAL RATES (British only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, Kuro's Bazaar (opposite Blake Pier).

S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMSHIP	SAILING DATE, 1909.
MARSEILLES, LONDON, ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WARAKI MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 9th June, at Daylight.
SADU MARU, Capt. Geo. Anderson, Tons 6500	WEDNESDAY, 23rd June, at Daylight.	
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOI, KOBE, YOKOHAMA, SHIMIZU, and YOKOHAMA	TOKA MARU, Capt. T. Harrison, Tons 6000	TUESDAY, 8th June, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHINANO MARU, Capt. K. Kawano, Tons 6500	TUESDAY, 22nd June, at 4 p.m.
KOBE and YOKOHAMA	MIKOTO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 11th June, at Noon.
BOMBAY, via SINGAPORE and COLOMBO	KUMANO MARU, Capt. N. Matsumoto, Tons 6000	FRIDAY, 11th June, at Noon.
NAGASAKI, MOI, KOBE and YOKOHAMA	SAKURA MARU, Capt. K. Homma, Tons 6500	THURSDAY, 17th June, at 4 p.m.
SHANGHAI, MOI, and KOBE	YEROSHU MARU, Capt. B. Kim, Tons 4500	THURSDAY, 17th June, at 4 p.m.
	MISHIMA MARU, Capt. A. E. Moss, Tons 9000	TUESDAY, 17th June, at 5 p.m.
	YEROSHU MARU, Capt. K. Sato, Tons 4500	SUNDAY, 20th June, at Noon.

\* Omitting Shanghai.

\* Fitted with new system of wireless telegraph.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GEN. A. MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Hirano Maru - (Capt. H. FRANKS) About Wed., 20th June.

Kamo Maru - (Capt. F. L. Sommer) About Wed., 28th July.

Mishima Maru - (Capt. A. E. Moss) About Wed., 25th Aug.

Atsuta Maru - (Capt. Wm. Thompson) About Wed., 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

## CHEAPEST ROUND TRIPS BETWEEN HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st class	2nd class	1st class	2nd class
\$120	\$80	\$110	\$70
\$100	\$60	\$90	\$50

With option of Rail between calling ports in Japan.

For further particulars, apply to

T. KURUMOTO, Manager.

## MIYASAKI &amp; CO.

## COAL MERCHANTS.

HEAD OFFICE: SHANGHAI, CHINA.

BRANCHES: NAGASAKI, YOKOHAMA, KOBAYASHI, and other ports in Japan and Hongkong.

CABLE ADDRESSES: MIYASAKI, YOKOHAMA; MIYASAKI, SHANGHAI; MIYASAKI, KOBAYASHI.

YOKOHAMA BRANCH: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## JAPAN COALS.

Y. KURO, Manager, Yokohama.

## THE WATER SUPPLY.

Lowest and Storage of Water in Reservoir on the 1st June, 1909.

CITY AND DISTRICT WATER WORKS.

At 10 a.m. 1st June, 1909.

At 10 a.m. 1st June, 1909.

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## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI, via SWATOW, CHIAOCHING, FRIDAY, June 11, at Noon.

For SHANGHAI, via SWATOW, CHIAOCHING, FRIDAY, June 11, at Noon.

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For SHANGHAI, via SWATOW, CHIAOCHING, FRIDAY, June 11, at Noon.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers from Colombo to	Due at Marseilles (Brindisi 1 day later)	Due at Plymouth (London 1 day later)
DELHI	June 12	MOULTAN	July 10	July 18
DEVANAH	June 18	CHINA	July 24	July 28
ASSAYE	July 10	MALACCA	Aug. 7	Aug. 13
DELTA	July 24	MOULTAN	Sept. 1	Sept. 7
DELHI	Aug. 7	CHINA	Sept. 13	Sept. 18
DEVANAH	Aug. 21	MALACCA	Sept. 28	Oct. 4
ASSAYE	Sept. 10	MOULTAN	Oct. 18	Oct. 24
DELTA	Sept. 24	CHINA	Oct. 31	Nov. 6
DELHI	Oct. 8	MALACCA	Nov. 14	Nov. 20

Passengers change steamers at Colombo, and those for Bosphorus transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at the time of booking. In addition to the above Mail Steamers the following—

### INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due at London
POONA	June 16	August 15
NAMUR	June 23	August 22
SIMLA	July 7	September 6
MALTA	July 14	September 13
BALDWIN	July 21	September 20
STYRIA	July 28	September 27
SUMATRA	Aug. 4	October 4
BORNEO	Aug. 11	October 11

These Steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles. Carry 1st and 2nd Saloon Passengers. For further particulars, apply to E. A. HEWITT, Superintendent.

# THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Leave Hongkong for Australia	Leave Hongkong for Australia
EMPIRE	May 31	23rd June, at Noon
EASTERN	June 28	21st July, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila. Saloon amidships. Electric Light—Purser, Cabin—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamships	Tons	Captains	For	Sailing Dates
ROBI	2540	R. W. Almond	Manila	June 12, at Noon
KATIBO	2540	R. Rodriguez	Manila	June 18, at Noon

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

# HONGKONG-BOSTON & NEW YORK AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

Steamship	To	By
INDRANI	TO 4412 CO	16th June, 1909.
ST. PATRICK	To be followed by	About 18th July, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, May 24, 1909.

## INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE. Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

(Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.) Proposed sailings from HONGKONG for TACOMA, via Shanghai and Japan. (Intercontinental Port of call: Regular—Shanghai, Moji, Kobe and Yokohama. Occasional—Manila, Keelung, Yokkaichi, Shimidzu, Seattle and Victoria, B.C. (Subject to Alteration.)

Newly built Steamers Tons Captain Sailing Date. TACOMA MARU 5,178 (gross reg.) on Saturday, 3rd July.

SEATTLE MARU (already launched) and 4 other new sister ships to follow. The steamers have fair speed; Special up-to-date appliances for cargo working; and best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Lighted and Steam heated. For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

Hongkong, June 1, 1909.

# DOUGLAS STEAMSHIP COMPANY, LIMITED.

## HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

Steamers	For	Leaving
HAIMUN	SWATOW.	WEDNESDAY, 9th June, at 10 a.m.
HAICHING	AMOI & FOCHOW.	SATURDAY, 12th June, at 1 p.m.
HAITAN	SWATOW, AMOI & FOCHOW.	TUESDAY, 15th June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier). For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, November 17, 1908.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of June.	SHANGHAI	First half of June.
TJILIWONG	JAVA	Do.	JAPAN	Do.
TJIPANAS	JAVA	Second half of June.	SHANGHAI	Second half of June.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJIMAH	JAVA	First half of July.	SHANGHAI	First half of July.
TJIBODAS	JAVA	Second half of July.	JAPAN	Second half of July.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1st Floor. Telephone No. 375.

# GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship MINNESOTA - 25,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. ARTHUR MONDAY, 2nd August, at Noon, 1909. Calling at Manila, P.I., Westland and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steaming Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris. LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc. Trans-Pacific Cabin passengers may travel by rail to desired inland ports of Yokohama, Kobe, and Nagasaki, without extra charge. For convenience of countries and passengers, regular mail service is maintained with regular mail lines between Japan, China and Hong Kong. For full information regarding freight and passage apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, June 3, 1909.

# Shipping FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Hongkong, Madras and Mauritius. THE Steamship CAPTAIN APJAR, Captain G. F. Hume, will be despatched for the above Ports on THURSDAY, the 10th inst., at Noon. For Freight or Passage, apply to D. SASOON & Co., Ltd., Agents. Hongkong, June 4, 1909.

# Shipping FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship DELHI, Captain G. W. Gordon, R.N.R., carrying H.M. Majesty's Mails, will be despatched from the Pier at HONGKONG, the 18th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Moolah, 10,000 tons, from Colombo. Passenger accommodation in which vessel is secured before departure from Hongkong. Silt and Valuable, all Cargo for France, and Tea for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Parola, due in London on the 25th July, 1909. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, May 29, 1909.

# SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship DENBIGHSHIRE, Captain W. Baxxer, will be despatched at above on or about 15th June. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, May 29, 1909.

# AUSTRIAN NAVIGATION COMPANY.

STEAM FOR PIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASSIA, RAN, BRACE, SIA, LAYAN, VENICE AND ADELPHO PORTS.)

THE Company's Steamship Captain E. NITCHEL, will be despatched at above on SATURDAY, the 26th inst., at Noon. This Steamer has splendid accommodation for Passengers, Electric Light and carries a Doctor and Stewards. For information as to Passage and Freight, apply to SANDER, WHEELER & CO., Agents, Princes' Buildings. Hongkong, June 1, 1909.

# CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

Regular Freight Service TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs-Reunis Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route (thus affording a fast regular cargo-box service from China and Japan to San Francisco).

The S.S. AMIRAL POUCHON, 10,000 Tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 20th of July. For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong. Hongkong, April 14, 1909.

# NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER SIMLA, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that the Goods, with the exception of Optima, Treasure, and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. No claims will be admitted after the 9th inst. All claims must be sent in to me on or before the 14th June, or they will not be recognized. Bills of Lading will be countersigned by the undersigned. This Steamer brings Cargo and Oracles from Yantai, etc. NORDDEUTSCHER LOYD, General Agents. Hongkong, June 2, 1909.

# THE COMMERCIAL LAW AFFECTIONS CHINESE PARTNERSHIP REGISTRATION IN HONGKONG.

Repealed from the China Mail. For Sale at the China Mail Office, 41 & 43, Wyndham Street. Price, 20 Cents.

# THE CHINA MAIL.

Read by all Chinese in the Colony. Established 1841.

# SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIRIN.

## SUMMER SCHEDULE.

TRICOR WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Hankow Direct Steamship Service by the S.S. 'Robt. Muir' and 'Sakia Maru' (2,875 tons each) as follows:—

NORTH-BOUND.		SOUTH-BOUND.	
Leave—Shanghai (Steamer)	Thursday	Leave—Harbin (Russian Train)	Thursday
Arrive—Dairen	Saturday	Arrive—Changchun	Saturday
Ar. — Mukden	11 a.m.	Ar. — Mukden	8.50 p.m.
Ar. — Changchun	8.50 p.m.	Ar. — Changchun	9.10 p.m.
Ar. — Harbin	3 p.m.	Ar. — Harbin	3 p.m.

Connecting at Harbin with State Express for Moscow. Connecting at Harbin with State Express for Moscow. Connecting at Harbin with State Express for Moscow.

\* Russian Train time is 20 minutes earlier than S.M.R. time. TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son. RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management. Fresh stock always on hand at Dairen and Nanchuan Depot. SOUTH MANCHURIA RAILWAY COMPANY, Dairen. Tel. Add.: 'Manchuria' Code; A.R.C. 5th Ed., A1 & Lieber's.

# THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUIS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the World. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East: 18, DES VUEUX ROAD, HONGKONG. Hongkong, April 4, 1908.

# Notice to Consignees

NOTICE TO CONSIGNEES. STEAMER FOURANE. COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from Hongkong, ex S.S. 'Malabar', from Bonanza, ex S.S. 'Frederic Morel', and 'Vile de l'Est' in connection with the above Steamers, are hereby informed that their Goods, being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. No claims will be admitted after the 9th inst. All claims must be sent in to me on or before the 14th June, or they will not be recognized. Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after MONDAY, the 14th June, at Noon, will be subject to rent and landing charges. All Claims must be sent in to me on or before the 14th June, or they will not be recognized. Bills of Lading will be countersigned by the undersigned. This Steamer brings Cargo and Oracles from Yantai, etc. NORDDEUTSCHER LOYD, General Agents. Hongkong, June 2, 1909.

# INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Co.'s Steamship 'Moolah' having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m., the 8th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, June 3, 1909.

# IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LOYD, BREMEN.

# NOTICE TO CONSIGNEES.

THE Steamship FRANK-EGGERT LUTFOLD, having arrived, Consignees of cargo are hereby informed that the Goods, with the exception of Optima, Treasure, and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. No claims will be admitted after the 9th inst. All claims must be sent in to me on or before the 14th June, or they will not be recognized. Bills of Lading will be countersigned by the undersigned. This Steamer brings Cargo and Oracles from Yantai, etc. NORDDEUTSCHER LOYD, General Agents. Hongkong, June 2, 1909.

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